

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1 Comment. Much of the following data is available from Chinese Communist news releases. A breakdown of the Ministry of Railways naming leading officials can be found in the 1952 Jen Min Shou Ts'e (People's Handbook).

25X1 1. T'ENG Tai-yuan (3326/0108/6678) was the Minister of Railways, with offices at 15-18 Tung-Chang An Chieh (2639/7022/1344/5894), Peiping. The five vice ministers were LU Cheng-ts'ao (0712/2973/2347), WU Ching-fu (2976/4552/1133), SHIH Chih-jen (4258/1807/0088), WANG Shih-t'ai (3769/0013/3141), and KUO Hung-t'ao (6753/3163/3447). The chief of general affairs was CHANG Ching-chiang (4545/2529/3068), who had under him a secretarial section, a personnel section, and an accounting section.

2. The heads and deputy heads of the bureaus of the ministry were as follows:

- a. Planning bureau: Head, LIN Shih-po (2651/6108/0130); deputy, MEI Ch'un (2734/2504).
- b. Engineering bureau: Head, SHIH Chih-jen, also a vice-minister; deputy, CHAO Hsi-chun (6392/6932/4783).
- c. Rolling stock bureau: Deputy head, MAO I-hsin (5403/0110/2450), acting for the head, who was transferred in the beginning of December 1952.
- d. Shop bureau: Head, CHANG Ch'iao (1728/0829); deputy, LI K'uei-pin (2621/7608/2430).

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- e. Business bureau: Head, PIEN Wei-chou (6708/4850/1558); deputy, WANG Hsin (3769/2450).
- f. Communications bureau: Head, WU Ching-fu, also a vice-minister; deputies YANG Hsin-ch'uan (2799/0207/3123) and LIU Shun-te (0491/7311/1795).
- g. Traffic bureau: Head, CHAO Lu-ping (6392/7627/0393); deputy, CHANG Shun-tung (1728/7311/2639).
- h. Transportation bureau: Head, LIU Lien-k'o (0491/6647/4430); deputy, LI Lai (2621/0171).

25X1 3. The Chinese Communist Ministry of Railways revised the executive organization of its 1953 capital construction program in early January 1953 and put it into effect by 17 January. The ministry decided to establish five planning sub-bureaus instead of four; to defer temporarily the establishment of planning offices; and to expand the existing planning offices into a planning sub-bureau.

25X1 4. [REDACTED] the five planning sub-bureaus, each of which had a technical and a political department with a director and 19 political workers, were as follows:

- a. Northeast Planning Sub-Bureau, Harbin.
- b. North China Planning Sub-Bureau, Peiping.
- c. Northwest Planning Sub-Bureau, Lanchow.
- d. Southwest Planning Sub-Bureau, Chungking.
- e. Central South Planning Sub-Bureau, Hangyang.

25X1 5. [REDACTED] surveying and planning units (tsung tui, 4920/7130) included the following:

- a. The 1 Surveying and Planning Unit at Peian (N 48-14, E 126-22).
- b. The 2 Surveying and Planning Unit at Peiping, which was also responsible for determining the rail route between Fengtai (N 39-51, E 116-17) and Shacheng (N 40-23, E 115-29).
- c. The 5 Surveying and Planning Unit at Ch'engte.
- d. The 11 Surveying and Planning Unit at Hailar.
- e. The 17 Surveying and Planning Unit at Ch'engtu.
- f. The 18 Surveying and Planning Unit at Kueiyang.

6. Each surveying and planning tsung tui controlled three to six subordinate units (fen tui, 0433/7130), and had a director, one to three deputy directors, a political commissar, one or two deputy political commissars, eight route and bridge engineers, four geologists, 28 general technicians, two workers of department chief rank, six workers of section chief rank, 18 other workers, nine political workers, three doctors, and 180 to 240 experienced technical workers.

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